



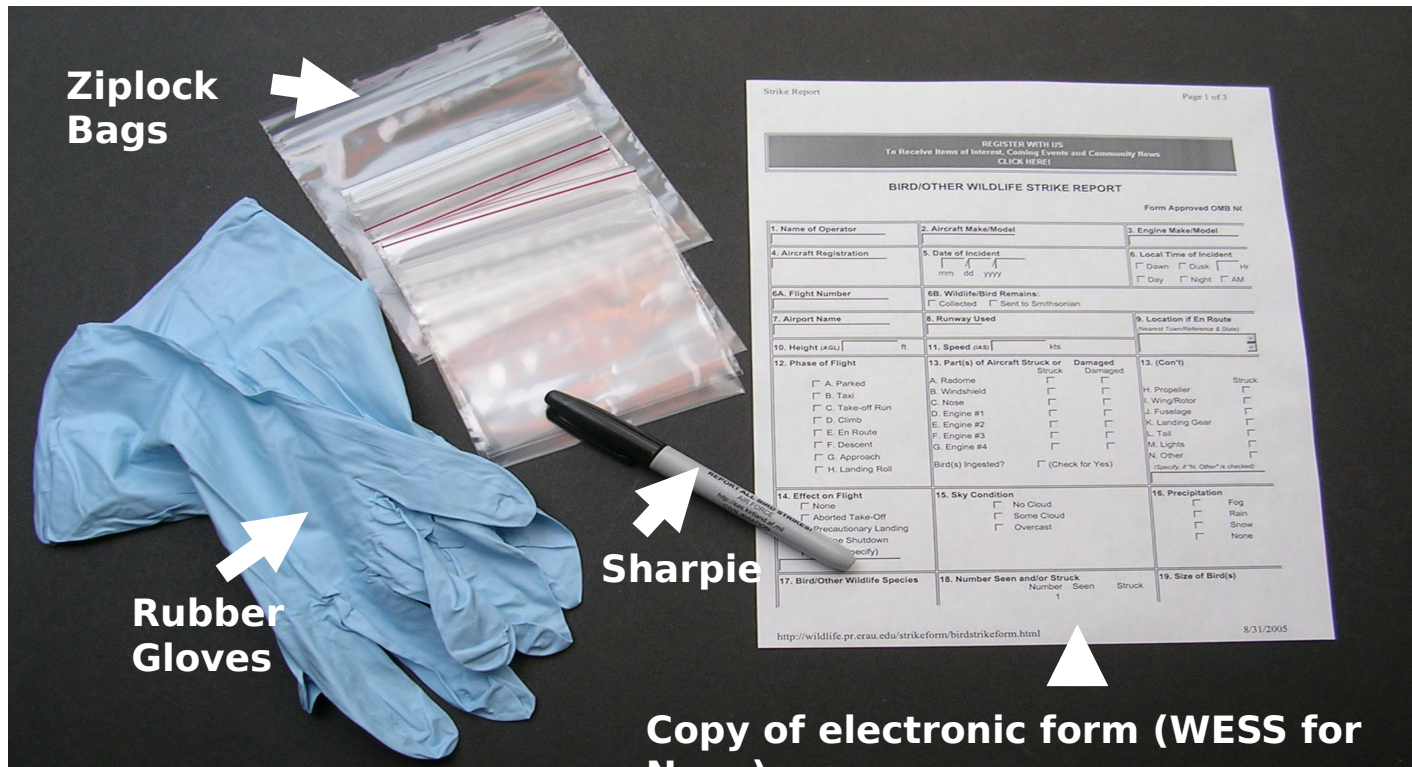
Birdstrike Identification



The Smithsonian Bird Collection has more than 600,000 specimens representing 85% of known bird species and serves as the world's best resource for birdstrike identification.

- For more than 40 years, the Smithsonian Institution has been identifying birds that are struck by aircraft using the vast museum collections, microscopic expertise, and specialized experience to identify birds from feather fragments.
- Nearly 3,500 birdstrike cases were identified in 2007 for FAA and USAF – the first step in birdstrike prevention.
- The Smithsonian maintains birdstrike records; files and stores evidence for 2 years; reports identifications to Safety Offices and the National FAA Wildlife Strike Database; and represents the *world's only full-time birdstrike identification lab*.

BIRDSTRIKE EVIDENCE COLLECTING SUPPLIES



Birdstrike collecting kits such as this one are inexpensive, and easy to assemble ahead of time. Carry a supply in the truck.

Navy – Enter birdstrike into WESS and attach a copy with bird remains.

www.safetycenter.navy.mil/aviation/operations/bas
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Feather evidence

Feather evidence consists of everything from whole feathers to minute samples of blood and tissue wiped from the aircraft.



- If whole birds are found, remove whole feathers from the breast, back, wings and tail and send for identification.



- If blood/tissue is present, spray with **alcohol** (to prevent mold) and wipe the impact area with a papertowel. Place the papertowel in a ziplock bag and send for identification, or use FTA® DNA collecting card



- Small feather bits that are in the papertowel are examined microscopically or using DNA for species

DNA COLLECTING SUPPLIES



Sometime DNA analysis is used to identify birdstrikes. If blood or tissue is present on the aircraft it is best to collect the remains using special DNA 'fixing' cards. Simply press the foam tipped applicator onto the blood sample and then onto the card. Allow to air dry for 30 minutes and send the sample to the Smithsonian for identification. If fixing cards are not available, alcohol will suffice to preserve DNA and prevent mold growth.



Mail the Birdstrike remains
and completed WESS Navy
form to:

Smithsonian Institution

Feather ID Lab

MRC 116, E-600

PO Box 37012

Washington, DC 20013-
7012

Foreign
Shipments:

Contact Feather
Lab for
paperwork

dovec@si.edu

202-633-0787



Smithsonian
Institution



Strike Report

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2005-7-27-075821

REGISTRATION WITH US
Receive Items of Interest, Pending Events and Community News
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BIRD/OTHER WILDLIFE REPORT

Form Approved OMB No. 0704-0188

1. Name of Operator	2. Aircraft Make	3. Engine Make/Model
4. Aircraft Registration	5. Date of Incident Month Year	Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Hr <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> AM
6A. Flight Number	6B. Wildlife <input type="checkbox"/> Collected <input type="checkbox"/> Struck	9. Location if En Route (Nearest Town/Reference & State)
7. Airport Name	8. Runway Used	
10. Height (agl) ft	11. Speed (IAS) kts	
12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll	13. Part(s) of Aircraft Struck or Damaged A. Radome <input type="checkbox"/> B. Windshield <input type="checkbox"/> C. Nose <input type="checkbox"/> D. Engine #1 <input type="checkbox"/> E. Engine #2 <input type="checkbox"/> F. Engine #3 <input type="checkbox"/> G. Engine #4 <input type="checkbox"/> Bird(s) Ingested? <input type="checkbox"/> (Check for Yes)	13. (Con't) H. Propeller <input type="checkbox"/> Struck I. Wing/Rotor <input type="checkbox"/> J. Fuselage <input type="checkbox"/> K. Landing Gear <input type="checkbox"/> L. Tail <input type="checkbox"/> M. Lights <input type="checkbox"/> N. Other <input type="checkbox"/> (Specify, if "N. Other" is checked)
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engine Shutdown <input type="checkbox"/> Other (Specify)	15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast	16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None
17. Bird/Other Wildlife Species	18. Number Seen and/or Struck Number Seen Struck 1	19. Size of Bird(s)

<http://wildlife.pr.erau.edu/strikeform/birdstrikeform.html>

8/31/2005

Completed FAA report with
attached bird remains